

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDELINES

Use these guidelines only for general information. Trained and certified **HAZMAT certifying** personnel have the final say in the proper certification and shipment of hazardous items for your unit.

TAB F is divided into 4 sections.

Section 1 – General Procedures

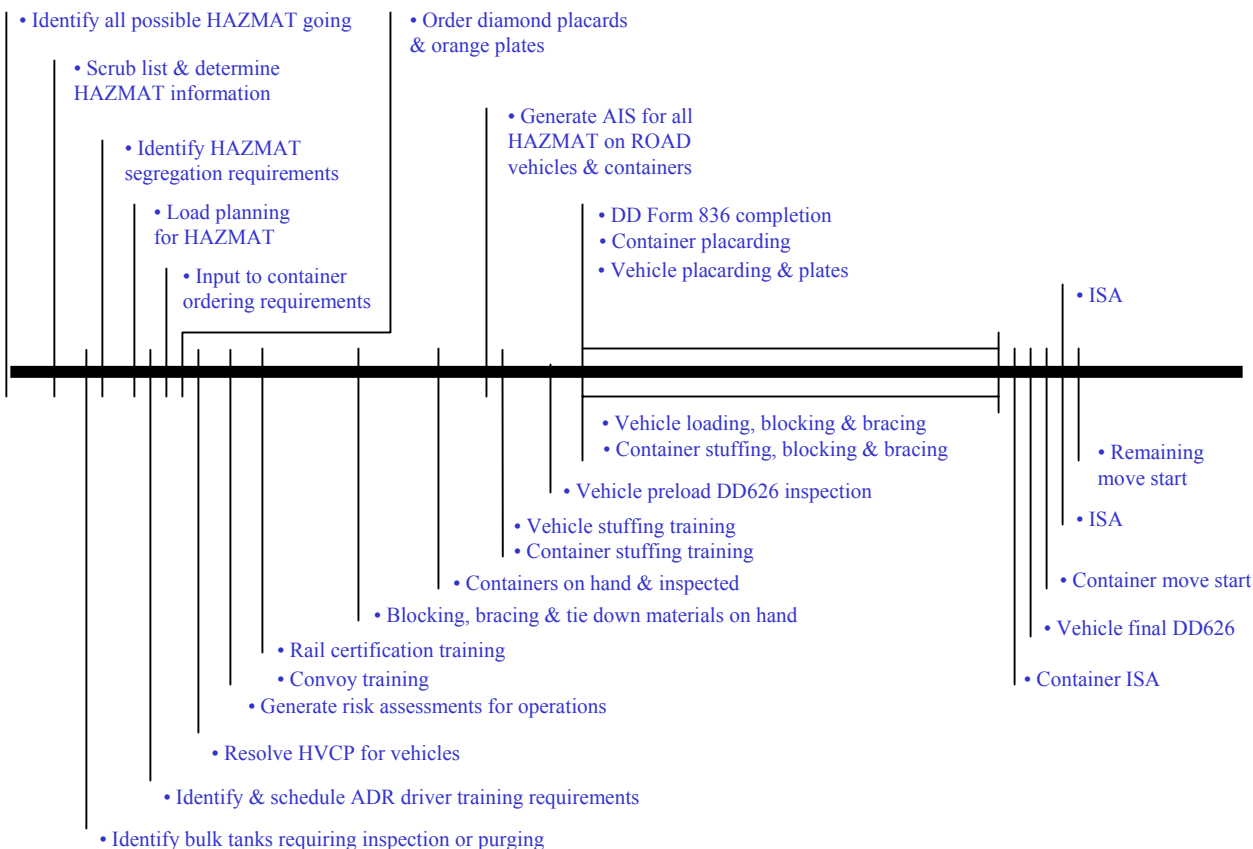
Section 2 – Determining Load Compatibility

Section 3 – Documentation

Section 4 – Placarding & Marking

SECTION 1 – General Procedures

Relative timeline for preparing to deploy HAZMAT:



To avoid personal frustration and frustrated HAZMAT cargo:

DON'T wait until the last minute

DON'T load first and expect to "sort it out later"

DON'T "throw it in"

DON'T expect the ISA to do it for you

DO prepare, train and execute to standard

DO package, block & brace to assure serviceable receipt on the other end

DO ask for help

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZAMAT SHIPMENT GUIDLINES

Recent changes in the IMDG sea regulation and the European road, rail and inland waterway regulations have allowed simplification of these instructions from past versions. This document has been prepared based on the assumption that all vehicles, containers and cargo are proceeding from home station to the sea port by any combination of military or commercial road transport, rail and barge.

These instructions only apply if these assumptions are true.

General Preparation Steps

First step is to identify everything that is going which MIGHT be HAZMAT. If each shop has a master HAZMAT inventory with Material Safety Data Sheets for safety reasons, then the job is relatively easy.

Second step is to reduce the list by checking the material against an official HAZMAT Table* to verify that an item is actually defined as HAZMAT for sea transport, and to get all the necessary information about the item for compatibility and documentation purposes. Delete all items which are not HAZMAT. (For example, many people consider motor oil to be HAZMAT. However, new motor oil is NOT HAZMAT for transportation purposes and can be treated as general cargo.)

*** HAZMAT Table sources:**

- The primary source is the International Maritime Dangerous Goods regulation, which must be locally purchased. There is no free web source for the data. Use that with the item's Material Safety Data Sheet (see below) data to determine the correct information.
- The second source is commercial IMDG HAZMAT software which has limited availability within the 98th ASG. Contact the 98th ASG Safety office, DSN 351-1470. Use that with the item's MSDS data to determine the correct information.
- The third source is the 98th ASG consolidated listing of materials identified for transport available through the 98th ASG Safety or <http://www.98asg.wuerzburg.army.mil/>, which allows lookup by NSN.
- And if all else fails, use the US 49CFR172.101 HAZMAT Table (HAZ 12 reference book) or <http://hazmat.dot.gov/rules.htm> in association with the MSDS.
- The item's MSDS should be on hand where the material is being used, or can be obtained through the Hazardous Material Information Retrieval System CD database (formerly "HMIS"), the HMIRS website <https://hmirmsds.dlis.dla.mil/HMIRS/login.asp> (requires login), or numerous free on-line sources, including <http://hazard.com/msds/>. All allow lookup by NSN.

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

For each item identified as HAZMAT, record the following information. Recommend that it be recorded in a way which can be sorted and separated, such as a computer spreadsheet or database, or on individual index cards. That will facilitate load planning and documentation.

NSN

Nomenclature

Manufacturer

Outer package type (fiberboard box, steel drum, etc.)

Total package weight in kilograms (1 pound = 2.2 kilograms)

If a liquid, also total outer package quantity in liters (1 US gallon = 3.8 liters)

UN Number

Proper Shipping Name

if Class 3, the flash point in degrees C ($C = (F-32)/1.8$)

if N.O.S., the primary dangerous component technical name(s)

Is it a MARINE POLLUTANT?

if yes and it has a generic PSN like "Paint", or an N.O.S., what component makes it a marine pollutant?

Class number

Subsidiary risk numbers (in the order they appear in the source document)

Packing Group (I, II or III)

Any special provision(s) which describe how "segregation" must be done

Packaging

Avoid taking HAZMAT which is not already in UN specification packaging. All HAZMAT MUST be packaged in accordance with the IMDG regulation. If the material is already in UN packaging, it should meet the requirement. If it must go and it is unpackaged, package it in accordance with the IMDG, or if not available, then US 49 CFR 172.101 HAZMAT Table for vessel shipment. **DO NOT MIX HAZMAT IN A PACKAGE, CONSOLIDATION BOX, CRATE, OR ANY OTHER SYSTEM UNLESS IT IS COMPATABLE UNDER SEGREGATION RULES** (Section 2).



Also check all packages for signs of damage. Only load packages in good physical condition.

Package and overpack marking and labeling

DoD has specific rules on package marking and labeling. As a minimum, HAZMAT packages must have:

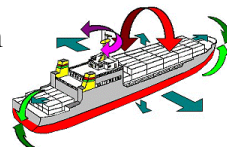
- Contains identified by UN number and Proper Shipping Name
- Label(s) (10 x 10 cm) that correspond with each different class and subsidiary risk (unless otherwise stated in any HAZMAT Table special provision) for all HAZMAT contents.

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

Loading Vehicles & Containers

In as much as possible, HAZMAT should be loaded at the door so that it is accessible in case of emergency. This is a sea transport requirement.

All material loaded on a vehicle, or into a container must be restrained in every direction, to include UP. In heavy seas, the container and its contents will move in every direction with significant force. In addition to the general goal of goods surviving the journey, HAZMAT protection is especially important. Consider two things when loading – what will move and damage the HAZMAT, and how will the HAZMAT move and damage itself.



The picture at the right shows what will happen when cargo is not restrained. Examples of risky loading follow, along with suggestions for improving the load. This material came from http://www.containerhandbuch.de/chb_e/stra/index.html, an English language site for cargo loss prevention.



ISSUE: Material not restrained causes damage

Both of these pictures show the result of someone trying to get the job done without training and without the proper materials. The top picture shows cargo thrown into the container without regard for restraint and without respect for the motion and forces which could apply during the voyage. Note the red HAZMAT label on box sitting on top of the pallet.

The right side picture shows an attempt to block and brace the load, but it is insufficient to restrain the cargo. Pallet 1 has surfaces which could damage the cargo, especially the blue drum, pallet 2 is floating freely and pallet 3 is easily tipped. Note all the space between objects which will allow relative motion and will result in damage.



TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

Although staged, this picture shows a realistic ship roll angle in heavy weather. As the container sits level, all weight is directed into the floor. However, as the ship rolls, the weight shifts sideways (and is compounded by any motion and sudden stop of loose items). The purpose of this picture is to show that even though the load is tight, its integrity is determined by the ability of the blue barrel and the black bag to withstand the crushing weight of that crate. Consideration must be given to crushing loads and the need to separately brace the crate against the opposite side wall. The same situation exists for pitching motion. On the plus side, note that the front of the crate is blocked to prevent movement toward the door during pitching, and the force is distributed across the door by that board. The same procedure should be used to the right wall.

ISSUE: Consider crushing as ship rolls and pitches



This picture shows two problems. The first is that neither consolidation box is secure and has room to move relative to the walls of the container. The solution is to fill the space between the boxes and the wall with something sufficiently strong to prevent crushing, and with a surface area great enough to prevent damage to the boxes and contents. The second issue is weight loading. Is the top box too heavy for the bottom box, no matter what is done? If so, reverse the boxes. Will the concentrated load of the upper box's 4x4 skid blocks damage the lower box and contents? If so, do something to distribute the load across the full top of the lower box, such as a sheet of plywood.



ISSUE: Consider crush weight & weight distribution



This picture shows the result of crush weight and space for movement to the left.

This picture shows problems similar to the pictures above. If crate 3 is too heavy for the barrels 1, it could reasonably endanger the ship. Also, the barrels are not secured except by the friction of crate on top. They will not survive rough handling. The solution is to reverse 3 and 1, secure the barrels, and fill the space between the two stacks. Judgment is required concerning the space between the top of the stack and the container roof. To be absolutely sure, fill it.



TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZAMAT SHIPMENT GUIDLINES

Additional care must be taken when loading cargo onto vehicles for sea shipment. The tarpaulin is not a load bearing surface and cannot be used to support cargo. All support for the cargo must come from the bed of the vehicle and the restraint scheme.

ISSUE: Tarpaulins will not restrain cargo.



TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

SECTION 2 – Determining Load Compatibility

Segregation. The greatest challenge and greatest safety concern is correctly separating (“segregating”) HAZMAT which cannot be loaded together in the same vehicle or container. Under the current rules, the IMDG sea regulation provides the most stringent compatibility requirements. Meeting the sea requirements will ensure that road, rail and inland waterway (barge) compatibility (segregation) rules are met.



HOW DO I CHECK COMPATIBILITY?

Under Section 1, the possible list of HAZMAT was reduced to those items which are actually identified as HAZMAT under the sea regulation. Once that was determined, the CLASS and all SUBSIDIARY risk numbers were identified. Some items may have SPECIAL INSTRUCTIONS on how to use the segregation table for the item.

For example, “Item A” is in Class 3 but has a subsidiary risk of 6.1. There are no special instructions. You want to know if it is possible to load “Item A” with “Item B”. “Item B” is determined to be Class 8 with with a subsidiary risk of 4.1, with no special instructions.

Item	Class	Subsidiary 1	Subsidiary 2
Item A	3	6.1	none
Item B	8	4.1	none

The procedure is to check all numbers in the first item against all numbers in the second item using the Segregation Table:

First step – the intersection of column 3 and row 8 is an X (green) square. The key says that they can be loaded together.

Second step – the intersection of column 3 and row 4.1 is an X (green) square. The key says that they can be loaded together.

Third step -- the intersection of column 6.1 and row 8 is an X (green) square. The key says that they can be loaded together.

Last step – the intersection of column 6.1 and row 4.1 is an X (green) square. The key says that they can be loaded together.

All results say that the “Item A” and “Item B” can be loaded together in the same vehicle or container for sea shipment. If any had been a blank square (red), then the items could not be loaded together.

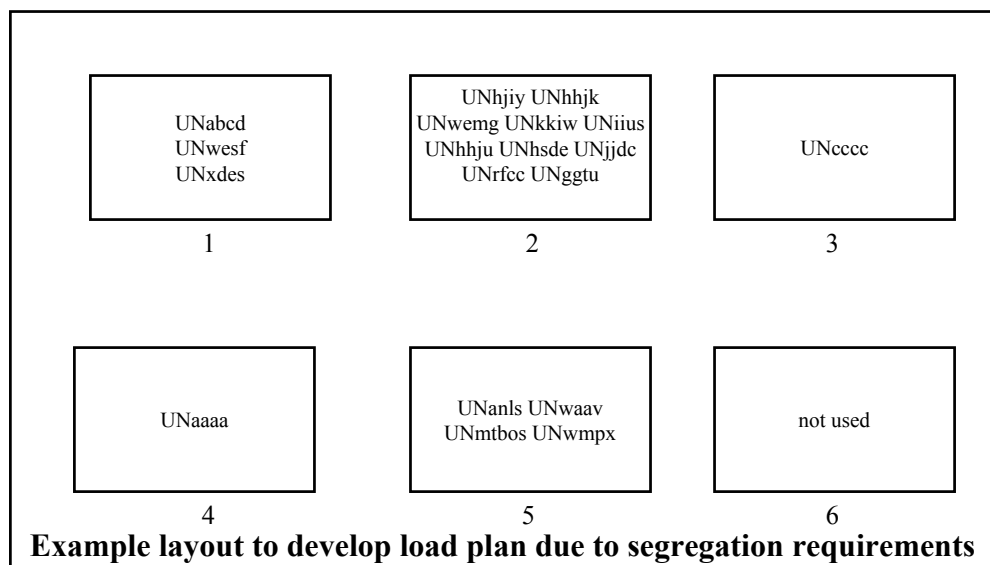
TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

The same procedure is used to check every item against all other items planned to be loaded into the same vehicle or container. Unfortunately, trial and error is the only way to create a compatible load. The recommended procedure is to draw several large boxes on a large sheet of paper or a dry erase board. Make a list all items with no subsidiary risks. Start at the top of the list and assign the first item to the first box. Check the second item against it using the procedure above. If it is compatible, write it in the same box. If not, write it into another box. Now check the third item against the item in the first box. If it is compatible, add it to the first box. If not, try the second. If not, put it in a new box. Keep going down the list until all the single hazard items are assigned to a box. Fortunately, most items have single hazard numbers.

Then start at the top of the list of items with two hazard numbers, checking both numbers against each item in the first box. If all are compatible, add it to the first box. If not, try the items in the second box. Keep going until complete. ALL numbers in the item from the list must be checked against all other numbers in the prospective box, item by item, like in the example above.

If you have an item with three or more hazard numbers, there will be a special provision in the HAZMAT list to tell you how to manage the decision.

The end result will be a load plan for the HAZMAT, and will determine the minimum number of containers and/or vehicles needed to transport the HAZMAT aboard ship. Knowing FRAGO rules or local policy concerning how HAZMAT will be transported, use that data to help determine the number of overall containers required to move the unit.



TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZAMAT SHIPMENT GUIDLINES

Section 2 – Determining Load Compatibility

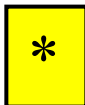
IMDG Segregation (Load Compatibility) Table																	
IMDG CLASS and SUBSIDIARY NUMBER(S)	1.1 1.2 1.5	1.3 1.6	1. 4	2. 1	2. 2	2. 3	3	4. 1	4. 2	4. 3	5. 1	5. 2	6. 1	6. 2	7	8	9
1.1; 1.2; 1.5	*	*	*														x
1.3; 1.6	*	*	*														x
1.4	*	*	*										x				x
2.1				x	x	x				x			x				x
2.2				x	x	x		x		x	x		x			x	x
2.3				x	x	x		x		x	x		x			x	x
3							x	x					x			x	x
4.1					x	x	x	x		x			x				x
4.2									x								x
4.3				x	x	x		x		x			x				x
5.1					x						x						x
5.2												x					x
6.1			x	x	x	x	x	x		x			x		x	x	x
6.2														x			x
7													x		x		x
8					x	x	x						x			x	x
9	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x



denotes items CAN be loaded in same container or vehicle unless otherwise stated in the dangerous goods table.



blank denotes CANNOT be loaded in the same vehicle or container.



denotes that the separate Class 1 segregation table must be used to determine if the Class 1 item can be loaded on the same vehicle or container with another Class 1 item.

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

SECTION 3 – Documentation

General instructions for documenting HAZMAT

Although there are numerous associated forms, the primary documents are:

For all HAZMAT loaded in vehicles or containers:

- the DD Form 836 transportation document
 - if desired, supplemented by 98th ASG DD 836 Supplemental Form
- the container/vehicle packing certificate (part of the DD Form 836)

For all vehicles loaded with HAZMAT

- the DD Form 626

For vehicles driven on the road for any portion of the journey to the port

- the accident information sheets for every UN number in the load
- the HVCP documentation

For drivers of HAZMAT vehicles driven on the road

- the ADR card

DD Form 836 Transportation Document & Container/Vehicle Packing Certificate

For commonality and availability reasons, it has been decided to use the DD Form 836 as the single form **a Unit** will use to document HAZMAT loaded aboard a vehicle or in a container. This is different from previous guidance and is allowed under the recent European transport regulation changes, given the parameters of this move to port.

Instructions are provided as part of the electronic or hard copy form. The attached sample DD Form 836 provides an example of entries made from a container TCMD found earlier in the package.

Block 6 must be completed with a line entry for each UN numbered item loaded in the vehicle or container. A continuation sheet should be used for lines which will not fit on the basic document. Any attached sheet must have the information from block 1 at the top. Block 5 of the basic document must show the total number of pages which make up the 836 package. Each sheet added to the basic form must be sequentially numbered like block 5.

Block 12 is very important. It must be completed and signed by the individual responsible for loading. That is not necessarily the HAZ 12 certifier. If block 12 is not fully completed, the cargo will be frustrated at the port, opened, emptied, and repacked.

Block 13 is the place where the HAZ 12 certifier certifies that the whole process has been carried out in accordance with the regulations. Do not forget to complete the small block 14 which declares which regulation was followed by the certifier.

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

DD Form 836, Dangerous Goods Shipping Paper/Declaration

HAZMAT//HAZMAT//HAZMAT//HAZMAT//HAZMAT

1.a. NOMENCLATURE: 20 ft CONTAINER		c. CONTAINER SEAL NO.: GSTU 578954-9		e. TCN NUMBER: AWAELA\$0F00010	
b. MODEL NO.:		d. SERIAL NO.:		f. BUMPER NO.:	
DANGEROUS GOODS SHIPPING PAPER/DECLARATION AND EMERGENCY RESPONSE INFORMATION FOR HAZARDOUS MATERIALS TRANSPORTED BY GOVERNMENT VEHICLES/CONTAINERS OR VESSEL					
2. SHIPPER/ADDRESS/TELEPHONE NO. 1LT Peters, HHC 1AD (Rear) Wiesbaden AAF, Germany DSN 337-4493 Wiesbaden, Germany (40)6564-32-4493		3. LOCATION AND DATE SHIPMENT PREPARED Wiesbaden Army Airfield 30 SEP 03		4. DATE OF TRAVEL	
				5. PAGE 1 OF 1 PAGES	
6. CARGO (To be completed by the unit or shipper Transportation Office (T.O.))					
PROPER SHIPPING NAME (Include RQ, Technical Names, Additional Information per 49 CFR 172.203, as required.) a.		HAZARD CLASS/DIVISION b.	UN/ID NUMBER c.	PACKING GROUP d.	PACKAGES NUMBER e.
					KIND f.
					NET TOTAL QUANTITY & GROSS WT. (kg) g.
					TOTAL AMMO (NEW) h.
Paint (Trimethylgallium) (-12 deg C c.c.) MARINE POLLUTANT		3	UN1263	III	6 drums
Methanol (-24 deg C c.c.)		3(6.1)	UN1230	II	8 boxes
					1200 liters/ 1280 kg
					48 liters/ 50kg
(Port personnel complete Items 7 and 8.)					
7. PORT OF EMBARKATION (OCNUS only) Port of Rotterdam, NL		8a. SHIP NAME (OCNUS only)		b. VOYAGE NUMBER	
9. CONSIGNEE SFC ANDREWS, BLD 1114, Camp Nowhere, Korea DSN: 781-1610 (52)89-986-3426					
10. REMARKS UN1263 EMS F-E, S-E UN1230 EMS F-E, S-D					
11a. COPY OF EMERGENCY GUIDE NUMBER(S) ATTACHED (See back of this form.)					
b. EMERGENCY NOTIFICATION. In all cases of accident, breakdown or fire, prompt notification must be given to shipper as noted in Item 2.					
c. 24-HOUR EMERGENCY ASSISTANCE TELEPHONE NUMBERS:					
DOD NON-EXPLOSIVE HAZMAT: 1-800-851-8061 AT SEA: 804-279-3131 (COLLECT)		DOD HAZ CLASS 1 (EXPLOSIVES) ONLY: 703-697-0218/0219 (COLLECT) (WATCH OFFICER)		SAFE HAVEN: 1-800-524-0331 NATIONAL RESPONSE CENTER (NRC): 1-800-424-8802 AT SEA: 202-267-2675 (COLLECT)	
DOD RADIOACTIVE MATERIALS: ARMY: (703) 697-0218 (COLLECT) USAF: (202) 767-4011 USN/MC: (757) 887-4692/ 1-888/528-0148 DLA: (717) 770-5283					
12. CONTAINER PACKING CERTIFICATE OR VEHICLE PACKING DECLARATION It is hereby declared that the goods described above have been packed/loaded into the container/vehicle identified above in accordance with applicable provisions. (Must be completed and signed for all container/vehicle loads by person responsible for packing/loading.)					
<input checked="" type="checkbox"/> CONTAINER NO. GSTU 578954-9		<input type="checkbox"/> VEHICLE NO.			
a. TYPE OR PRINT NAME Fredrick D. Roscoe SPC HHC 1AD		b. SIGNATURE		c. DATE (YYYYMMDD) 20030930	
13. SHIPPER'S CERTIFICATION This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation, international and national governmental regulations.					
a. TYPE OR PRINT NAME OF SHIPPER CERTIFIER Robert C. Peters, 1LT HHC 1AD		c. SIGNATURE(S) OF VEHICLE OPERATOR(S)			
b. SIGNATURE OF SHIPPER CERTIFIER					
14. (X as appropriate) PREPARED IN ACCORDANCE WITH:					
49 CFR		<input checked="" type="checkbox"/> IMDG			

DD FORM 836, JAN 2001

PREVIOUS EDITION IS OBSOLETE.

Reset

This form meets the requirements of SOLAS 74 Chapter VII, Regulation 5; MARPOL 73/78 Annex III, Regulation 4 and IMDG Code, General Introduction, Section 9.

HAZMAT//HAZMAT//HAZMAT//HAZMAT//HAZMAT

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZAMAT SHIPMENT GUIDLINES

Optional 98th ASG DD 836 Supplemental Form

This form does NOT replace the DD Form 836 because the DD Form 836 contains additional necessary declarations and information. It is not mandatory. This form may be used in one of two ways. It can be used as a guide to assure block 6 of the actual DD Form 836 is properly completed, or the Supplemental Form may be completed and attached to the DD Form 836 which will have an annotation "See Attached" written in its block 6.

The Supplemental Form columns prompt for the most frequently used information entries. Not all columns are used for every HAZMAT line entry.

IMO DANGEROUS GOODS DECLARATION										PAGE ___ OF ___ PAGES
1.a. NOMENCLATURE:				c. CONTAINER SEAL NO.:				e. TCN NUMBER:		
b. MODEL NO.:				d. SERIAL NO.:				f. BUMPER NO.		
2. SHIPPER/ADDRESS/TELEPHONE NO.				3. LOCATION AND DATE SHIPMENT PREPARED				4. DATE OF TRAVEL		
5. CARGO DESCRIPTION (This is the minimum info required by the IMDG code and must be available when using ADD FORMS for shipping under IMO regulations)										
UN NO.	PROPER SHIPPING NAME (Correct technical name)	IMO CLASS DIVISION (SUBSIDIARY- RISK)	PACKING GROUP	FLASH POINT	MARINE POLLUTANT (yes or no)	NO. OF PACKAGES	KIND OF PACKAGES	NET WT (UNKNOWN EXPLOSIVE WEIGHT) NET WT/MASS (kg)	GROSS WT. (kg)	BMS NO.
6. REMARKS										

DD836 Continuation Sheet, 98th ASG Form XX

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

DD Form 626, Vehicle Inspection for Transporting HAZMAT

For purposes of this operation, the DD Form 626 is a record of vehicle inspection and suitability for HAZMAT transport. Sections I and II are completed by the Unit prior to loading HAZMAT, and PART III is completed after loading. The information is verified at ISA Stations 2B (HAZMAT) and 3 (Maintenance).

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)											
<i>(Read Instructions before completing this form.)</i>											
This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.				1. GOVERNMENT BILL OF LADING/TRANSPORTATION CONTROL NUMBER							
SECTION I - DOCUMENTATION				ORIGIN a.				DESTINATION b.			
2. CARRIER/GOVERNMENT ORGANIZATION											
3. DATE/TIME OF INSPECTION											
4. LOCATION OF INSPECTION											
5. OPERATOR(S) NAME(S)											
6. OPERATOR(S) LICENSE NUMBER(S)											
7. MEDICAL EXAMINER'S CERTIFICATE*											
8. <i>(X if satisfactory at origin)</i>											
a. MILITARY HAZMAT ENDORSEMENT		d. ERO OR EQUIVALENT COMMERCIAL:		YES		NO		9. CVSA DECAL DISPLAYED ON COMMERCIAL EQUIPMENT		YES NO	
b. VALID LEASE*		e. DRIVER'S VEHICLE INSPECTION REPORT*						a. TRUCK/TRACTOR			
c. ROUTE PLAN		f. COPY OF 49 CFR PART 397						b. TRAILER			
SECTION II - MECHANICAL INSPECTION											
<i>All items shag be checked on empty equipment prior to loading. Items with an asterisk shag be checked on all incoming loaded equipment.</i>											
10. TYPE OF VEHICLE(S)				11. VEHICLE NUMBER(S)							
12. PART INSPECTED <i>(X as applicable)</i>		ORIGIN III		DESTINATION III		ORIGIN III		DESTINATION III		COMMENTS IX	
		SAT		UNSAT		SAT		UNSAT			
a. SPARE ELECTRICAL FUSES						k. EXHAUST SYSTEM					
b. HORN OPERATIVE						l. BRAKE SYSTEM*					
c. STEERING SYSTEM						m. SUSPENSION					
d. WINDSHIELD/WIPERS						n. COUPLING DEVICES					
e. MIRRORS						o. CARGO SPACE					
f. WARNING EQUIPMENT						p. LANDING GEAR*					
g. FIRE EXTINGUISHER*						q. TIRES, WHEELS, RIMS					
h. ELECTRICAL WIRING						r. TAILGATE/DOORS*					
i. LIGHTS AND REFLECTORS						s. TARP/AULIN*					
j. FUEL SYSTEM*						t. OTHER (Specify)					
13. INSPECTION RESULTS (X one) ACCEPTED				REJECTED							
<i>(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)</i>											
14. SATELLITE MOTOR SURVEILLANCE SYSTEM: (X one) ACCEPTED				REJECTED							
15. REMARKS											
16. INSPECTOR SIGNATURE (Origin)				17. INSPECTOR SIGNATURE (Destination)							
SECTION III - POST LOADING INSPECTION											
<i>This section applies to Commercial and Government/Military vehicles. All items will be checked prior to release of loaded equipment and shall be checked on all incoming loaded equipment.</i>											
		ORIGIN III		DESTINATION III				COMMENTS IX			
		SAT		UNSAT		SAT		UNSAT			
18. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR											
19. LOAD PROPERLY SECURED TO PREVENT MOVEMENT											
20. SEALS APPLIED TO CLOSED VEHICLE; TARP/AULIN APPLIED ON OPEN EQUIPMENT											
21. PROPER PLACARDS APPLIED											
22. SHIPPING PAPERS/DD FORM 836 FOR GOVERNMENT VEHICLE SHIPMENTS											
23. COPY OF DID FORM 626 FOR DRIVER											
24. SHIPPED UNDER DOT EXEMPTION 868											
25. INSPECTOR SIGNATURE (Origin)				26. DRIVER(S) SIGNATURE (Origin)							
27. INSPECTOR SIGNATURE (Destination)				28. DRIVER(S) SIGNATURE (Destination)							

COMPLETED BY UNIT
PRIOR TO LOADING
& INSPECTED AT
STATION 2B

COMPLETED BY UNIT
PRIOR TO LOADING
& INSPECTED AT
STATION 3

COMPLETED BY UNIT
AFTER LOADING &
INSPECTED AT
STATION 2B

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

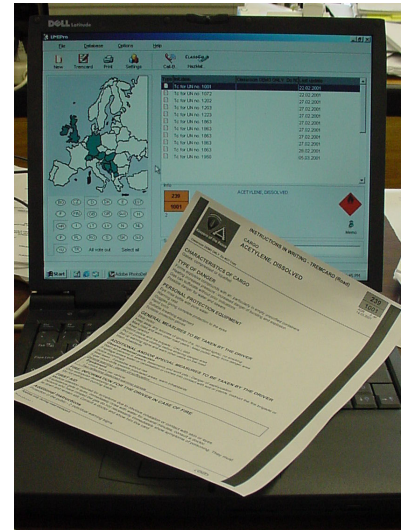
Accident Information Sheets for transporting HAZMAT over the road

AIS are European specific and legally required when transporting HAZMAT over the road. North American Emergency Response Guide sheets do not comply.


AIS are electronically generated, which makes compliance relatively easy. One AIS is required for each UN number loaded on the vehicle. Each AIS must be in the language of the driver and each countries transited. For movement through Germany to a Dutch port, each AIS is required in English (or language of the commercial driver), German, and Dutch. If other countries are transited, the languages of those countries must be included. Obtain sheets electronically from the USAREUR G4 website*, or copies from the 417th BSB Safety Office.

* <https://extranet.g4.hqusareur.army.mil/datastor/umi.cfm>

Access requires AKO login and password



If the AIS requires specific equipment, that equipment must be carried on the vehicle. Each member of the crew must understand and be familiar with the information and actions to take in accordance with each sheet.

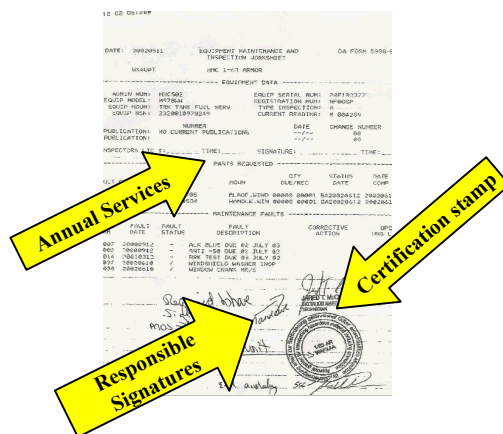
INSTRUCTIONS IN WRITING - TREMCARD (Road)	
 Keoplers of the Peace	CARGO BATTERY FLUID, ACID
Classno	80 2796 ADR 8, 1b 26.01.2002
CHAR Corros TYPE Corros Reacid Can be Corros Differen Can not May not Can not Can not Possibl	INFORMATIVNI LIST ZA UDESE U CESTOVNOM SAOBRAĆAJU TOVARNOG DOBRA BATTERY FLUID, ACID
PERS Eye prot Apron o Warmin Goggles Hand to Suitabl Escape	OSOBE U TOVARNOG DOBRA Nagrizajući materijal VRSTA OPASNOSTI Nagrizajuće - tečnosti prozračuju opake kože i teške oštećuju oči Kod vlažnog zraka stvara se magla sa teškim dejstvom razdraživanja oči, kože i disajnih putova Može biti zapaljiv Nagrizajuće Napada različite materijale i odecu Može sa različitim metalima reagovati pod razvijanjem vodonika - opasnost eksplozije Može reagovati jako sa vodom Može se raspadati u vatri pod stvaranjem otrovnih gasova. Delovanje štetno po zdravlje, pri udisanju gasova i para, koji se razvijaju u vatri, može tek kasnije nastupiti Moguća opasnost za prirodne vode i postrojenja za biljeenje
GENE Stop rx Keep in Mark ro Keep up Inform Put on Set up Warm in	OSOBA ZAŠTITNA OPREMA Plaća sa čistom vodom za ispiranje oči Kocanje ili neka druga laka zaštitna odjeća, čizme i rukavice od plastike ili od sintetičke gume Signalni prsluk Zaštitne naočari, koje nepropustivo naležu Ručna lamp Podobna zaštita za disanje Pokrivač za glavu u slučaju bekstva od opasnosti
ADDI Obser Cordin Prevent Spillag Do not Send in Equ - A b - A s - Car - A s - 1 d	OPĆE MJERE, KOJE UPRAVLJAČ VOZILA TREBA PREDUZETI Isključiti motor Držati na rastojanju moguće izvore paljenja (na primjer vatru), zabrana pušenja Osigurati cestu i opomenuti druge korisnike ceste - neovlaštene osobe držati na rastojanju Stajati na završetku Obavijestiti policiju i vatrogasnu službu Obaviti zaštitnu opremu prije ulaska u zonu opasnosti Postaviti znak upozorenja i opomenuti druge korisnike cest Upozoriti stanovništvo - ukoliko je moguće, otkloniti mjesta koja propuštaju DODATNE I/ILI POSEBNE MJERE, KOJE UPRAVLJAČ VOZILA TREBA PREDUZETI Obaviti pažnju na samozapaljenje Izabrati najprije sredstva za gašenje, pridržavati se uputstava Sprečiti odliv tečnosti u kanalizaciju, jame i podzemlje - pare prozračuju opasnost opake, trovanja i eksplozije Ukoliko je tovarno dobro dospelo u vodu ili kanalizaciju ili zemlju ili biljke, vatrogasnoj službi ili policiji skrenuti pažnju na to Ne uzimati sa pijevnom ili drugim zapaljivim materijalima Ukoliko je moguće, otkloniti opasnost
FIRE Only ex Do not	OPREMA - Jedna metla - Jedna lopata - Poklopac za kanalizaciju, koji su otporni na transportovani materijal - Jedan dobar sabirni rezervoar (za male količine) - 1 litra za podizanje po vozilu
FIRS Immedi Seek m Consult Addit Protect	VATRA, INFORMACIJE ZA ŠOFERA VOZILA U SLUČAJU VATRE Gasiti samo požare, koji nastaju u toku jednog procesa Ne gasiti požare tovara
Apply c	PRVA POMOĆ Dijetovne odecu, koji su zaprljani proizvodima, smjestiti otkloniti i zahvaćenu kožu ispirati sa sapunom i vodom Momentarna (prva) pomoć je potrebna kod simptoma, koji se očigledno svode na gutanje ili deistvovanje na oči ili disajne putove I kada se ne pokazuju simptomi, koji bi se mogli svesti na djelovanje proizvoda, otici kod lekarnika i pokazati mu ovaj informativni list Dodatne napomene Zaštita javnosti - 2 samostojeća znaka upozorenja

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZAMAT SHIPMENT GUIDLINES

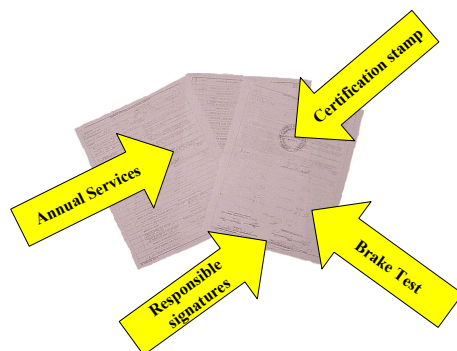
HAZMAT Vehicle Inspection Program/European Compliance Inspection Program Documentation

The HVCP/ECIP is an annual inspection documentation requirement for any vehicle transporting HAZMAT. The document package must be in the vehicle when transporting HAZMAT. The requirement applies to the prime mover as well as trailers. The requiring document is AE Reg 55-4 and the operative requirements are found in Appendix C.-

The ECIP package consists of a DA Form 5988-E record of the annual inspection and services, a controlled stamp specific to the organization, and certification signatures.



In Germany (HVCP), the ECIP is supplemented with a copy of the most recent brake test results.



HVCP/ECIP vs. DD Form 626. The HVCP/ECIP is an annual inspection, which is required in place of the commercial certificate of approval for military vehicles transporting HAZMAT. The DD Form 626 is a separately required US military form which is completed when the vehicle is loaded.

Tank Certificate. As of this writing, the military ECIP/HVCP program is in place for the chassis. However, there is no tank certification program.

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDELINES

Driver ADR Card for transporting HAZMAT over the road

WHO NEEDS A CARD?

The DRIVER is required to have a valid card in his possession while driving. If there is a second person in the vehicle and that person will drive, then he/she must also have a valid ADR card. If the second person does not have driving duty, he/she does not need an ADR card.

HOW DO I GET A CARD?

The course is HAZ 11, 40 classroom hours with examination, taught at the primary school at the Vilseck Combined Arms Training Center. Use ATRRS to register. CATC can also arrange an MTT to come to your location. <https://www.catc.7atc.army.mil/>

The only other operating school is the 28th TRANS BN Driver Academy, Coleman Bks, Mannheim, on a space-available basis. All courses are.

The card must have a driver registration number. Cards issued by US Forces begin with 99-

The name and date of birth must be the same as that on the individual's drivers license and identification card. It must be signed.

The ADR certificate must have been issued by a national authority or a U.S. Forces-certified school or authority.

The ADR certificate is valid for the classes of goods indicated (packages on the left and tank vehicles on the right). Classes that are crossed out with an "X" are not authorized.

The ADR certificate may be extended past its original expiration date by a national authority. This section is not valid for U.S. Forces-issued certificates.

The original expiration date may not be more than 4 years after the date of issue for U.S. Forces-issued certificates or 5 years for commercial.

The back of ADR certificate is used for additional class or tank authorizations. This part is not valid for U.S. Forces-issued certificates. It may be used for commercial.

Cards issued by other countries may not be orange but will have the same layout and information.

1 ADR-Certificate Training for Drivers Of Vehicles Carrying Dangerous Goods			2 Name First Name, MI Date of Birth Nationality		
In fuel tanks ¹⁾ Certificate No.			Signature of Driver		
Valid for Classes ^{1) 2)}			Issued by Date		
In fuel tanks			Signature ¹⁾		
1			1		
2			2		
3			3		
4.1 4.2 4.3			4.1 4.2 4.3		
5.1 5.2			5.1 5.2		
6.1 6.2			6.1 6.2		
7			7		
8			8		
9			9		
until (date) ³⁾			Extended until By Date		
Signature ¹⁾			Signature ¹⁾		
¹⁾ Delete non applicable			³⁾ And/or stamp of certifying agency		
²⁾ Extension of validity to other classes, see page 3					
³⁾ Extension of validity, see page 2					

3 Validity extends to Class ³⁾			4 For National Regulation only		
In tanks					
1					
2					
3					
4.1 4.2 4.3					
5.1 5.2					
6.1 6.2					
7					
8					
9					
Date					
Signature and/or stamp					
Other than fuel tanks					
1					
2					
3					
4.1 4.2 4.3					
5.1 5.2					
6.1 6.2					
7					
8					
9					
Date					
Signature and/or stamp					
³⁾ Delete non applicable					

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

SECTION 4 – Placarding & Marking

In Europe, there is only one difference when preparing vehicles for movement by any mode to or from the seaport. Transport Units which will DRIVE over the ROAD for ANY PORTION of the journey must ALSO have the ORANGE RECTANGULAR PLATES front and rear. The reason is that in Europe, the orange plate is the legal sign that a vehicle is transporting HAZMAT.



OTHERWISE, the diamond PLACARDING and other IMDG (sea) specific markings are the SAME for all transport methods (road as secondary load, rail, barge).



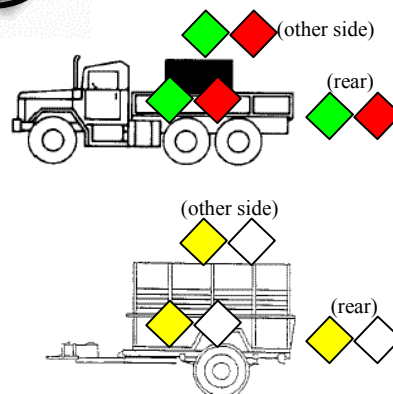
(placard & IMDG mark examples)

Prepare ALL vehicles with a HAZMAT load as follows:

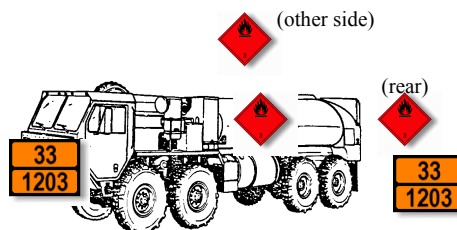
NOTE: ALL primary and subsidiary hazard diamond placards must have a number in the bottom corner.



Cargo vehicles. For EACH different primary and subsidiary diamond label required in the load, a similar 25 x 25 inch placard is required on THREE sides of the vehicle – REAR and both SIDES. (A FOURTH set is NOT REQUIRED on the front.)



Tank bulk fuel vehicles (with fuel, or empty without a purge certificate). SAME as Army Europe Reg 55-4, SECTION V, paragraph 39 and Figure 4 for single product on a vehicle, or figure 5 for more than one product on a vehicle. The NUMBERED ORANGE PLATES MUST REMAIN ON THE VEHICLE to fulfill the requirement to have the UN Number displayed. The red 25 X 25 inch diamond placards must have a 3 in the bottom corner.



TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

HAZMAT CARGO VEHICLE DRIVING OVER THE ROAD:

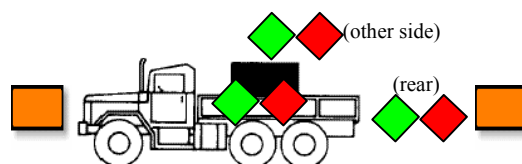
Placing the plain orange plates (no numbers)

This information concerns placing the front and rear plain (no numbers) orange plates on a cargo vehicle which will be driven over the road during any part of the journey to the port.

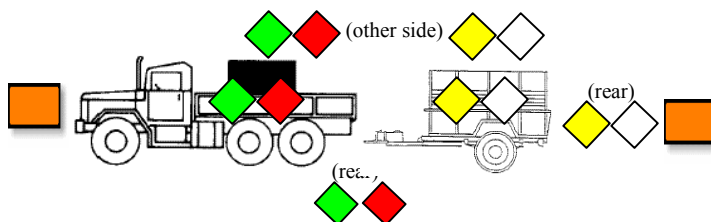
- Although the plates may stay on the vehicle, they are only *required* while *driving* on the road. Therefore, they can be reused on vehicles in subsequent march serials.
- Vehicles as secondary loads do NOT require these orange plates.
- This section does NOT apply to vehicles with bulk fuel tanks (see the separate section for bulk fuel).

Cargo Vehicles

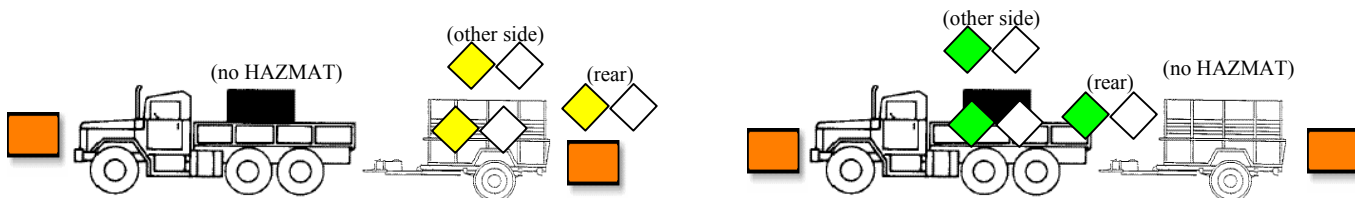
First, placard and mark the vehicle for SEA. Then ADD BLANK ORANGE PLATES to the front and rear of the configuration being driven (truck or truck plus trailer). (The blank orange plates are only required while on the ROAD).



Single HAZMAT vehicle



HAZMAT vehicle with HAZMAT trailer



Vehicle / trailer combination with only one HAZMAT component

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZAMAT SHIPMENT GUIDLINES

Bulk fuel Vehicles



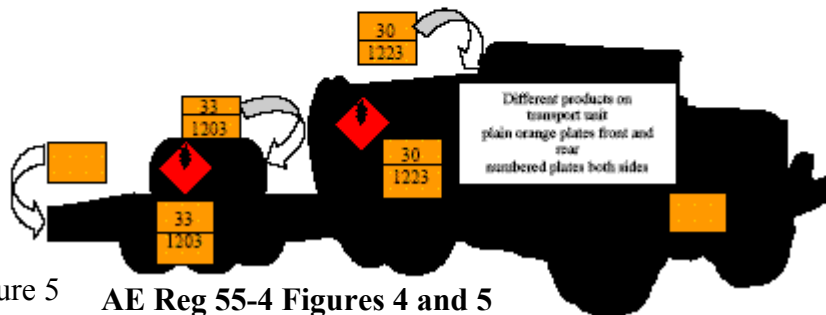
Correct placard

Figure 4



Figure 5

AE Reg 55-4 Figures 4 and 5



NO ADDITIONAL orange plates are required for tank vehicles configured with numbered orange plates per AE Reg 55-4 Figures 4 or 5. Tank vehicles include ANY VEHICLE with a POL bulk tank, such as a TPU, a trailer with fuel pod, a 5000 gallon POL trailer, and a HEMTT tanker.

NOTE: The blank (no numbers) orange plates on the front and rear (figure 4) are only required when the vehicle is driven over the road.

In all cases:

- Diamond red flame placards will be affixed to both sides and the rear of each vehicle with a tank , or the tank itself.
- Two basic configurations are possible for the numbered orange rectangular warning plates as shown in figures 4 and 5 above.
- If more than one product is transported on a transport unit, each product must be identified with the corresponding numbered plates on both sides of the respective tanks or tank compartments as shown in figure 5.

Type Fuel (PSN (uppercase)) (Packing Group)	Orange Rectangular Warning Plate Hazard and Identification Number
JP8 Class 3 KEROSENE or Class 3 FUEL, AVIATION TURBINE ENGINE	<div>30</div> <div>1223</div>
III JP4 Class 3 FUEL, AVIATION TURBINE ENGINE	<div>33</div> <div>1863</div>
II JP5 Class 3 FUEL, AVIATION TURBINE ENGINE	<div>30</div> <div>1863</div>
III Diesel (DF2) Class 3 DIESEL FUEL	<div>30</div> <div>1202</div>
III Heating oil Class 3 HEATING OIL, LIGHT	<div>30</div> <div>1202</div>
III MOGAS (Benzine) Class 3 GASOLINE or MOTOR SPIRIT	<div>33</div> <div>1203</div>
II	

TAB F (HAZMAT FORMS AND REQUIREMENTS) GENERAL HAZMAT SHIPMENT GUIDLINES

Preparing CONTAINERS with HAZMAT for transport by SEA

NOTE: ALL primary and subsidiary hazard diamond placards must have a number in the bottom corner.



Containers

For EACH different primary and subsidiary diamond label required in the load, a similar 25 x 25 cm placard is required on all FOUR SIDES of the container, plus any peculiar IMDG mark.



Vehicles transporting containers or secondary load HAZMAT OVER THE ROAD:

First, placard and mark the container or secondary load for SEA. Then ADD ORANGE PLATES to the front and rear of the configuration being driven (truck or truck plus trailer).

(The plain orange plates are only required while on the ROAD).

